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(Original Signature of Member)

118TH CONGRESS  
1ST SESSION

**H. R.** \_\_\_\_\_

To require the Administrator of the Federal Aviation Administration and the Secretary of Energy to exercise leadership in the creation of Federal and international policies relating to the safe and efficient use of hydrogen to increase aviation decarbonization and reduce air and noise pollution, and for other purposes.

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**IN THE HOUSE OF REPRESENTATIVES**

Mr. JOHNSON of Georgia introduced the following bill; which was referred to the Committee on \_\_\_\_\_

\_\_\_\_\_  
**A BILL**

To require the Administrator of the Federal Aviation Administration and the Secretary of Energy to exercise leadership in the creation of Federal and international policies relating to the safe and efficient use of hydrogen to increase aviation decarbonization and reduce air and noise pollution, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Hydrogen Aviation  
3 Strategy Act”.

4 **SEC. 2. FAA AND DEPARTMENT OF ENERGY LEADERSHIP**  
5 **ON USING HYDROGEN TO INCREASE AVIA-**  
6 **TION DECARBONIZATION.**

7 (a) IN GENERAL.—The Secretary of Transportation,  
8 acting primarily through the Administrator of the Federal  
9 Aviation Administration (in this Act referred to as the  
10 “Administrator”), and jointly with the Secretary of En-  
11 ergy, shall exercise leadership in the creation of Federal  
12 and international policies, and shall conduct studies, relat-  
13 ing to the safe and efficient use of hydrogen to increase  
14 aviation decarbonization and reduce air and noise pollu-  
15 tion.

16 (b) EXERCISE OF LEADERSHIP.—In carrying out  
17 subsection (a), the Secretary of Transportation, the Ad-  
18 ministrator, and the Secretary of Energy shall—

19 (1) establish positions and goals for the use of  
20 hydrogen to increase aviation decarbonization;

21 (2) through grant, contract, or interagency  
22 agreements, study the contribution the use of hydro-  
23 gen would have on aviation decarbonization, includ-  
24 ing hydrogen as an input for conventional jet fuel,  
25 sustainable aviation fuel, and power to liquids or  
26 synthetic fuel, and on air pollution and noise pollu-

1       tion, and study ways of accelerating introduction of  
2       hydrogen-powered aircraft;

3           (3) review grant eligibility requirements and  
4       other policies and requirements of the Federal Avia-  
5       tion Administration and the Department of Energy  
6       to identify ways to increase the use of hydrogen;

7           (4) consider the needs of the aerospace indus-  
8       try, aviation suppliers, hydrogen producers, airlines,  
9       and other stakeholders when creating policies that  
10      enable the safe commercial deployment of hydrogen  
11      in aviation;

12          (5) obtain input from the National Aeronautics  
13      and Space Administration, the aerospace industry,  
14      aviation suppliers, hydrogen producers, airlines, air-  
15      port sponsors, fixed base operators, and other stake-  
16      holders regarding—

17           (A) the efficient use of hydrogen to  
18      decarbonize aviation within United States air-  
19      space, including—

20                  (i) updating or modifying existing  
21                  policies on such use;

22                  (ii) barriers to, and benefits of, the in-  
23                  troduction of aircraft powered with hydro-  
24                  gen;

1 (iii) the operational differences be-  
2 tween aircraft powered with hydrogen and  
3 aircraft powered with other types of fuels;  
4 (iv) impacts on aircraft emissions; and  
5 (v) public, economic, and noise bene-  
6 fits of the operation of aircraft powered  
7 with hydrogen and associated aerospace in-  
8 dustry activity; and

9 (B) other issues identified by the Secretary  
10 of Transportation, the Administrator, the Sec-  
11 retary of Energy, or the advisory committee es-  
12 tablished under paragraph (6) that must be ad-  
13 dressed to enable the safe and expeditious com-  
14 mercial deployment and safe and efficient oper-  
15 ation of aircraft powered with hydrogen; and

16 (6) establish an advisory committee composed  
17 of representatives of the National Aeronautics and  
18 Space Administration, the aerospace industry, avia-  
19 tion suppliers, hydrogen producers, airlines, airport  
20 sponsors, fixed base operators, and other stake-  
21 holders to advise the Secretary of Transportation,  
22 the Administrator, and the Secretary of Energy on  
23 the activities carried out under this section and sec-  
24 tion 3.

1 (c) INTERNATIONAL LEADERSHIP.—The Secretary of  
2 Transportation, the Administrator, and the Secretary of  
3 Energy, in the appropriate international forums, shall  
4 take actions that—

5 (1) demonstrate global leadership in carrying  
6 out the activities required by subsections (a) and  
7 (b);

8 (2) address the needs of the aerospace industry,  
9 aviation suppliers, hydrogen producers, airlines, air-  
10 port sponsors, fixed base operators, and other stake-  
11 holders identified under subsection (b); and

12 (3) preserve the United States aviation competi-  
13 tiveness.

14 (d) REPORT TO CONGRESS.—Not later than 1 year  
15 after the date of enactment of this section, the Secretary  
16 of Transportation, acting primarily through the Adminis-  
17 trator, and jointly with the Secretary of Energy, shall sub-  
18 mit to the appropriate committees of Congress a report  
19 detailing—

20 (1) the Secretary of Transportation's, Adminis-  
21 trator's, and Secretary of Energy's actions to exer-  
22 cise leadership in the creation of Federal and inter-  
23 national policies, and of studies conducted, relating  
24 to the safe and efficient use of hydrogen to increase

1 aviation decarbonization and improve air and noise  
2 pollution;

3 (2) planned, proposed, and anticipated actions  
4 to update or modify existing policies related to hy-  
5 drogen in the aviation sector, including those identi-  
6 fied as a result of consultation with, and feedback  
7 from, the aerospace industry, aviation suppliers, hy-  
8 drogen producers, airlines, airport sponsors, fixed  
9 base operators, and other stakeholders; and

10 (3) a timeline for any actions to be taken to up-  
11 date or modify existing policies related to hydrogen.

12 **SEC. 3. FAA LEADERSHIP ON THE CERTIFICATION OF HY-**  
13 **DROGEN-POWERED AIRCRAFT TO INCREASE**  
14 **AVIATION DECARBONIZATION.**

15 (a) IN GENERAL.—The Administrator shall exercise  
16 leadership in the creation of Federal regulations, stand-  
17 ards, and guidance relating to the safe and efficient use  
18 of hydrogen to increase aviation decarbonization, and re-  
19 duce air and noise pollution.

20 (b) EXERCISE OF LEADERSHIP.— In carrying out  
21 subsection (a), the Administrator shall—

22 (1) establish a viable path for the certification  
23 of hydrogen-powered aircraft that considers existing  
24 frameworks;

1           (2) review certification regulations and other re-  
2           quirements of the Federal Aviation Administration  
3           to identify ways to facilitate the use of hydrogen;

4           (3) consider the needs of the aerospace indus-  
5           try, aviation suppliers, hydrogen producers, airlines,  
6           airport sponsors, fixed base operators, and other  
7           stakeholders when creating regulations and stand-  
8           ards that enable the safe commercial deployment of  
9           hydrogen in aviation;

10          (4) obtain the input of the aerospace industry,  
11          aviation suppliers, hydrogen producers, airlines, air-  
12          port sponsors, fixed base operators, and other stake-  
13          holders regarding—

14                (A) the appropriate regulatory framework  
15                and timeline for permitting the safe and effi-  
16                cient use of hydrogen within United States air-  
17                space, including updating or modifying existing  
18                regulations on such use;

19                (B) how to accelerate the resolution of  
20                issues related to standards and regulations for  
21                the type certification and safe operation of air-  
22                craft powered with hydrogen; and

23                (C) other issues identified by the Adminis-  
24                trator or the advisory committee established  
25                under section 2(b)(6) that must be addressed to

1           enable the safe and expeditious commercial de-  
2           ployment and safe and efficient operation of  
3           aircraft powered with hydrogen.